



Flight Lieutenant  
**Peter Wilson Stacey**

**The Gloster Meteor T.7 WF791**

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30th May 1988



May 30 1988 - Warwickshire Air Pageant (Baginton, England) - RAF Flight Lieutenant Peter Stacey was killed when his Meteor T.7 lost altitude and crashed during a descending turn. Lieutenant Stacey was said to have stayed with the aircraft and steered it away from a resident area prior to the crash.<sup>[179]</sup>

# AviationSafetyNetwork

.....  
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ASN Wikibase Occurrence # 20699

Last updated: 7 October 2017

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**Date:** 30-MAY-1988  
**Time:** afternoon  
**Type:** [Gloster Meteor T.Mk 7](#)  
**Owner/operator:** CFS RAF  
**Registration:** WF791  
**C/n / msn:**  
**Fatalities:** Fatalities: 1 / Occupants: 1  
**Other fatalities:** 0  
**Airplane damage:** Written off (damaged beyond repair)  
**Location:** near Baginton, Warwickshire - [United Kingdom](#)  
**Phase:** Manoeuvring (airshow, firefighting, ag.ops.)  
**Nature:** Military  
**Departure airport:** Coventry (CVT/EGBE)  
**Destination airport:**

**Narrative:**

Control lost during display, when airbrakes extended, dived into ground. Pilot: Flt/Lt Stacey RAF killed. According to an eyewitness report:

"I lived in the suburb of Ernesford Grange in Coventry as a kid, about three miles from Coventry Airport (better known then as Baginton Airport). My dad and I were watching the annual Warwickshire Air Pageant from our back garden. It was hot and sunny and our proximity to the airfield meant we had a good free view of all manner of wonderful aircraft flying over our house as they took off from Baginton and turned around to be back on the return flight path.

Previous years had seen the likes of the Red Arrows performing spectacular fly-bys, however they had pulled out of the 1988 pageant after Birmingham air traffic controllers said they 'could not perform in safety'\*

Nevertheless, the 1988 show promised some highlights such as an RAF Falcons parachute display and US Air Force F1-11's which were the first American planes to take part in the Warwickshire Air Pageant

Also taking part was 38 year old Flight Lieutenant Peter Stacey in a Gloster Meteor T7, registration WF791, a plane built by the company of local man and father of the jet engine Sir Frank Whittle.

Me and my dad stood in the sunshine of the back garden and watched that Meteor streak across the blue sky from left to right with the sunshine bouncing off its frame. Then it turned towards us and lowered altitude. It didn't register with me at the time and, in fact, it wasn't until I heard my dad telling the crash investigators later, that when it was just a couple of hundred metres above ground level and just a couple of hundred metres away, it was silent. The roar of it's engines had stopped and it was losing altitude and heading directly for our housing estate....

Some people say the Meteor had fallen below stall speed by then, but I know what I saw. Flt. Lt. Stacey knew if he hit the houses there would be massive loss of life and he took the split second decision to nose dive the stricken Meteor into a patch of open ground between the Willenhall and Ernesford Grange housing estates. I saw the Meteor in a controlled descent until that sudden nose dive. Sadly, the fuel laden plane exploded on impact into a massive fireball which bathed us in heat and left us knowing there was no hope of Flt. Lt. Stacey surviving.

My father and I both ran out of the front of the house and around to the end of the road. The air was thick with smoke and

the smell of aircraft fuel. A police car which happened to have been travelling down Lang Bank Avenue was already parked up with two stunned looking Police officers radioing for help and telling the residents to keep back. A WM Travel bus had swerved to a stop on Langbank Avenue ahead of the Police car and according to the Coventry Evening Telegraph the driver had feared the plane was going to his his double decker.\*

There's no doubt in my mind that Flt. Lt. Stacey, in his final seconds, saw that bus, the police car and the people in their gardens enjoying the bank holiday sunshine. Maybe he even saw me. Whatever he saw in those final moments, he bravely scarified his own life to avoid a major disaster.

Note: Confusion exists on the internet over which Meteor crashed at Mildenhall after collision with Vampire XH304 25/05/86. WF791 crashed at Baginton & WA669 was the one at Mildenhall.

#### Sources:

1. Royal Air Force Aircraft WA100 - WZ999 (James J Halley, Air Britain)
2. Flight International 14 Jan 1989
3. <http://www.ukserials.com/losses-1988.htm>
4. <http://www.r3uk.com/index.php/blog/156-last-flight-of-wf791-21-years-on>
5. [http://www.ukserials.com/pdflosses/maas\\_19880530\\_wf791.pdf](http://www.ukserials.com/pdflosses/maas_19880530_wf791.pdf)
6. <http://www.itnsource.com/shotlist/ITN/1988/05/30/AS300588008/?s=coventry+crash>
7. <http://www.coventrymemories.co.uk/memory/?id=1123>
8. <http://oldcoventryonfilm.vidmeup.com/view?q=4f2289942b52b.flv>

#### Images:



# MINISTRY OF DEFENCE

## Military Aircraft Accident Summaries

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23/88

December 14, 1988

### AIRCRAFT ACCIDENT TO ROYAL AIR FORCE METEOR T7 WF791

Date: 30 May 1988  
Parent airfield: RAF Scampton  
Place of accident: 3 miles SE Coventry  
Crew: One  
Sortie: Flying Display  
Casualties: One fatal

#### CIRCUMSTANCES

1. On 30 May 1988, the pilot of Meteor WF791 took-off from RAF Scampton for a display during the Warwickshire Air Pageant at Coventry airport. The weather was good, visibility 30 kms with 3/8 cloud at 2500 ft. The display followed the normal sequence for about 3 minutes, until a wingover to the right, which was intended to bring the aircraft back along the display line with undercarriage and flap extended. However, although the manoeuvres up to this point seemed normal, the Meteor had been flown throughout the sequence with airbrakes extended, contrary to normal practice.
2. As the pilot started the wingover, flaps were at about  $\frac{1}{2}$  and airbrakes were extended. The undercarriage appeared to lower normally as the Meteor climbed

to the highest point of the wingover to the right. As the aircraft began the descending turn back to the airfield, the roll rate appeared faster than on previous occasions, the bank increased to 45 degrees and the nose dropped. The aircraft turned rapidly through 90 degrees to the right and settled into a dive, with the nose some 45 degrees below the horizon and the wings approximately level. This attitude remained fairly constant, apart from small variations in bank, until shortly before impact, when a roll to the right developed. The aircraft crashed into an area of open ground close to the airfield and was destroyed.

3. The Meteor was not fitted with ejection seats and there was insufficient height or time for successful abandonment. The Airport Fire Services were at the scene within 8 minutes and extinguished small residual fires. It was established that the pilot had died on impact.

#### CAUSE

4. Video recordings and photographs of the Meteor show that much, and probably all, of the display had been flown with the airbrakes extended. Examination of the wreckage indicated that the airbrakes were extended at impact. However, the Meteor T7 Pilot's notes include the following:

"If the aircraft is yawed at speeds below 170 knots with the airbrakes out, the nose may drop suddenly and the elevators become ineffective until the yaw is removed or the airbrakes retracted. The tendency is aggravated if the ventral tank is fitted. Airbrakes should not be used at airspeeds below 170 knots at circuit height and should be in before the undercarriage is lowered."

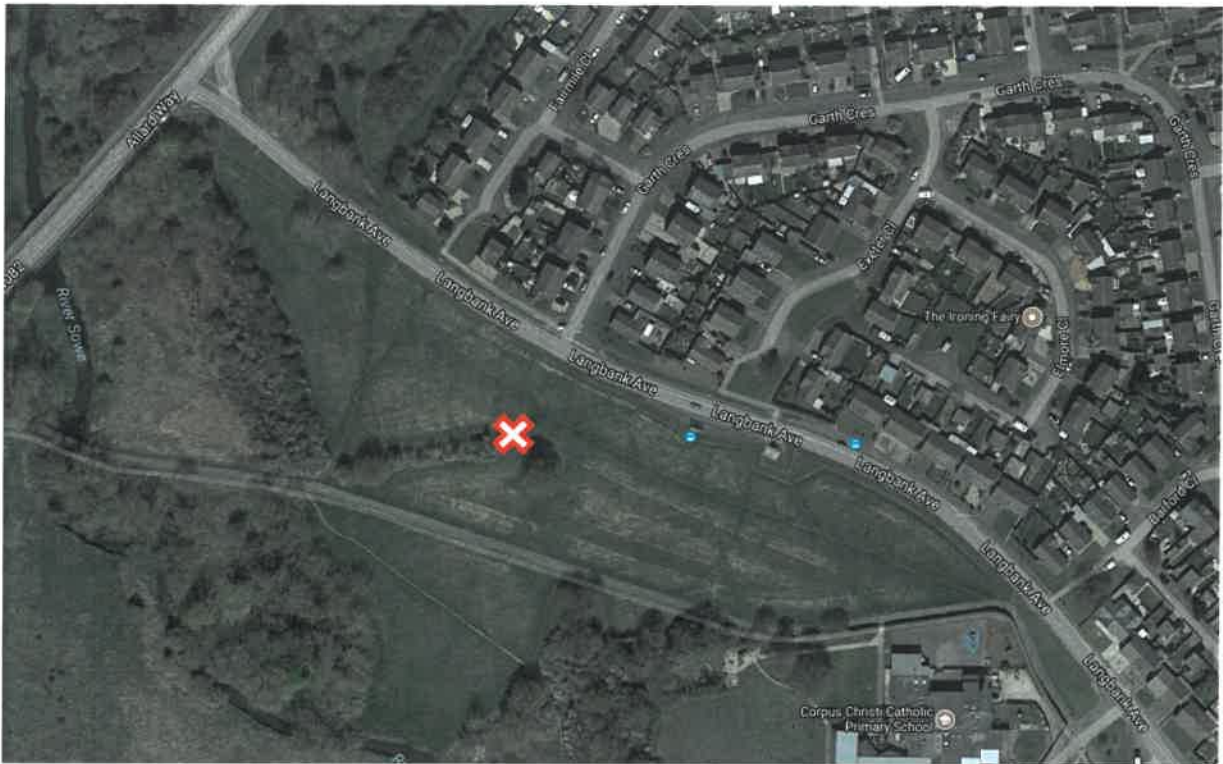
This phenomenon, colloquially known as the "Phantom Dive", is due to airflow being disturbed at high angles of attack by turbulence from the airbrakes; such disturbance would be increased by sideslip. The directional stability of the Meteor T7 is less than that of earlier marks of Meteor because of the increased nose and canopy size, and directional stability is further degraded by the ventral tank and the nosewheel when extended. Any sideslip at conditions of marginal directional stability would increase this effect and result in loss of elevator and rudder effectiveness and a nose down pitch.

5. When Meteor WF791 began to roll right into its final dive, the aircraft was at its lowest speed in the display, probably around 150 knots, had its undercarriage down and airbrakes extended. The investigation considered that all of the criteria required for a "Phantom Dive" were present and that the cause of the accident was that the aircraft entered an undemanded dive, due to the airbrakes being extended at low speed. There was no evidence of any pre-crash defect in the aircraft's airbrake system.

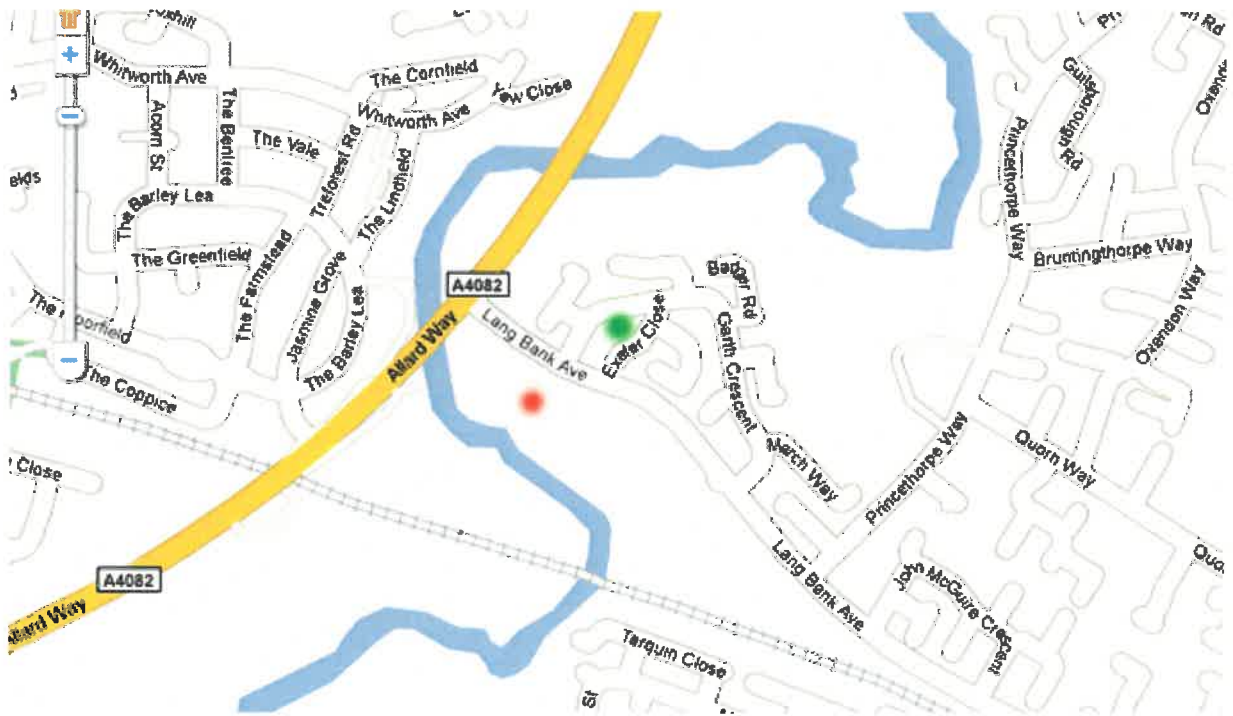
#### CLAIMS

6. Two claims have been settled totalling some £2,600 in respect of damage to masonry caused by this accident.

Issued by: Public Relations  
Royal Air Force  
Ministry of Defence  
Main Building  
Whitehall  
London SW1A 2HB  
Tel: 01 218 3253/3254



### The Crash Site



The crash site (red) and (green) my approximate position at the time.

Aviation Safety Network (Eye Witness Account)



The Gloster Meteor T.Mk7 WF791



**Flight Lieutenant Stacey's Memorial situated at the crash site.**

The Memorial was erected and paid for by local residents.





**The Crash Site in May 2009** as taken from the entrance to the housing estate. The group of trees in the foreground at the centre of this picture the single tree was badly burned at the time but eventually recovered. At the time, the police car was stopped here and nothing could be seen of the grassed area because of the thick smoke.



**The Housing Estate as seen from the Crash Site in 2009.**

## Visit of the Commandant in Chief

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HER MAJESTY QUEEN ELIZABETH THE QUEEN MOTHER

With Officers of the Staff Central Flying School Royal Air Force 26th June 1985 (Peter Wilson Stacey, TOP EXTERME LEFT)



HER MAJESTY QUEEN ELIZABETH THE QUEEN MOTHER

With Officers of the Staff Central Flying School Royal Air Force 2nd May 1987

(Peter Wilson Stacey, TOP 9th LEFT)

# Pilot of death crash fighter hailed as hero

AN RAF pilot was hailed as a hero last night after he died when his historic jet fighter crashed on wasteland near a housing estate during an air show.

The Gloster Meteor T7 exploded and scattered debris in all directions when it plunged into the wasteland just 30 yards from homes and a school.

Residents said the pilot battled with the controls of the twin-engine jet as he fought to avoid crashing on homes.

As the RAF and Civil Aviation Authority launched an inquiry into the crash, staff at RAF Scampton in Lincolnshire, where the plane was based, were mourning their colleague's death and the loss of the last airworthy Meteor.

The dead pilot was named as Flight Lieutenant Peter Stacey, 38. He was single and an instructor at the Central Flying School at RAF Scampton.

The crash happened as the Meteor — the first jet to go into service with the RAF during the Second World War — was making a descending turn before a second fly past at Warwickshire Air Pageant at Coventry Airport, Baginton, a mile away.

Milkman Mr Frank Aston, 33, said he was driving to his home at Garth Crescent, Ernsford Grange, Coventry, when he saw the aircraft.

"I said to my 10-year-old daughter, Sabrina, 'Look, this one is

attacking us.' But just as I said it I realised it was not going to pull out of its nosedive.

"As far as I am concerned the pilot is a hero. He committed suicide to save this housing estate. I would give him a medal.

"It was a case of him or us. If he had carried on another 75 yards he would have ploughed into the houses.

"When I first saw the plane he appeared to be fighting it and seemed to be winning.

"But he must have realised he was running out of space and so he ditched it on the open ground. There was a big explosion and a ball of fire. He didn't have a chance."

The jet crashed on to a piece of wasteland at Langbank Avenue, near a school which had been closed for the Bank Holiday.

Mrs Sheila Mara, who lives nearby in Barford Close, said: "The pilot was very brave. He must have stayed at his controls to avoid hitting any house.

"We are a very fortunate neighbourhood. There could have been a disaster."

One of the jet's engine fan blades was blown across the road with such force that it was embedded in a garden wall 75 yards away.

Next door, part of a wing went through the fence of Mr Sid Barham's garden, ending up leaning at a drunken angle by his lounge

several developments and design changes — until the early 1960s.

The twin-engine Rolls-Royce-powered jet, the brainchild of Sir Frank Whittle, was used to combat Nazi V1 "Doodlebug" flying bombs during the last war.

It had an operational speed of 600 mph and at one time held the world air speed record.

The aircraft which crashed yesterday was built in 1951 and was the last airworthy Meteor of the hundreds which were built.

Some Meteors do remain, grounded, and standing proudly at the gates of RAF bases around the country.

The jet was restored to airworthiness after a check of old records showed that it had not exhausted its flying life.

But it was nearly beyond repair after having been grounded since 1980.

A spokesman at RAF Scampton said the jet was restored to peak condition over the past two years.

A group of dedicated aircraft service engineers at the base had spent 1700 man hours overhauling and restoring the Meteor, he said.

When the jet was declared airworthy, it was thought to have a 30-year flying life left.

The aircraft flew at 10 public air shows towards the end of last year.

Yesterday's show was its first public outing of the season, although it had been in several practice displays.

The pilot's death and the crash stunned staff at RAF Scampton.

The spokesman said: "He was a very experienced pilot and we are deeply saddened by his death and offer our condolences to his family. We still do not know what happened.

"The Meteor had been used for displays and shows as a piece of aircraft history. It was the only flying one we had left after all these years so in that respect is irreplaceable."

The RAF has announced that a board of inquiry, presided over by a Wing Commander, would investigate the crash.

Coventry and the Meteor have strong links. Sir Frank Whittle, the aircraft's developer, was born in the city, and Coventry Airport hosts an aircraft museum with a special hangar dedicated to him.

Meteors were also built at the former Armstrong Whitworth plant, which backs on to the airfield.

The tragedy is not the first involving the vintage aircraft at air shows. Almost exactly two years ago — in May 1986 — two men died and two others ejected to safety as a Meteor and a Vampire jet collided at Britain's biggest military air display at RAF Mildenhall, Suffolk.

A crowd of 150,000 saw those two vintage jets, part of a display team, crash into nearby fields after completing a 400mph manoeuvre.



A Gloster Meteor of the type which crashed.

and smashed into a thousand pieces."

Air traffic controller Mr Philip Pilgrim said he was driving to work at the airport when he saw the crash plane go into "a fast, steep descent. I thought it was at an odd attitude. It was in rather a steep dive at low level, which didn't look too good."

The dive happened within view of 10,000 shocked onlookers at the air show, although most would not have seen the impact.

A control tower staff member said: "It dipped out of sight behind some hangars and when it didn't reappear we realised something was wrong and the alarm was raised."

The Gloster Meteor was the first jet aircraft to see operational service with the RAF.

It first took to the air in 1943 and remained in service — undergoing

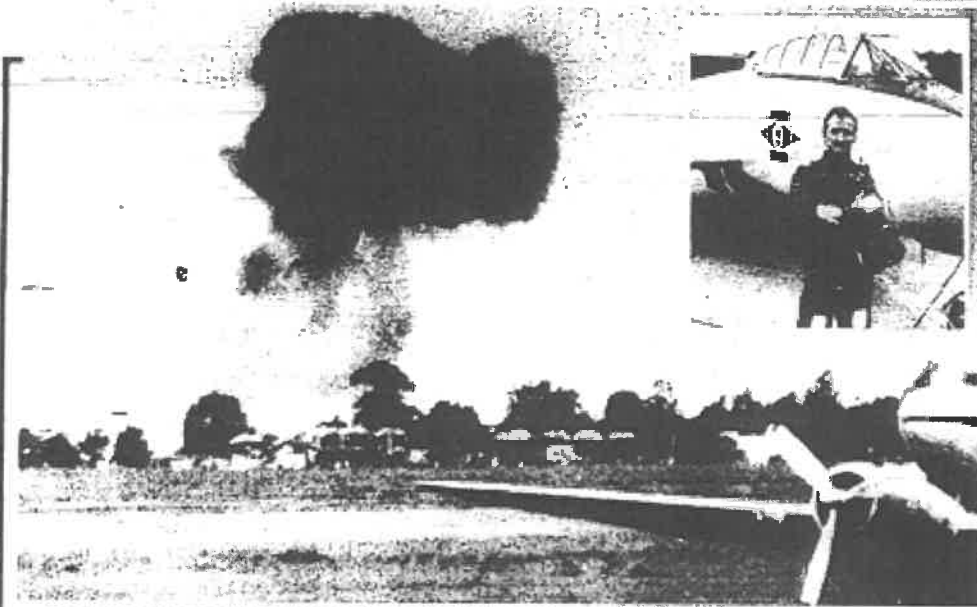
remained in service — undergoing

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# Coventry Evening Telegraph

Voted Britain's BEST DESIGNED evening newspaper Tuesday May 31 1988 20p

**ATISHOO!!**  
HAY FEVER?  
Why suffer, come to  
**GREENS**  
3 Beaufort Gardens, Coventry  
CV3 7JZ



The moment when a puff of smoke on the Coventry skyline betrayed the crash. Inset: pilot Peter Slacey and the Meteor

By **JON MYLES, PETER WALTERS**  
and **KENNY FARQUHARSON**

**COLLEAGUES** of the RAF pilot whose last action was to prevent catastrophe on a Coventry housing estate today paid tribute to his bravery.

City families had their own praise for the five they described as a hero.

They had watched 26-year-old Peter Slacey, a member of the RAF, land a patch of water ground to avoid their houses.

Scores of people looked on in horror as the vintage jet craft plunged towards roof tops during yesterday's air show at the city.

Most were convinced the pilot successfully tried to avoid houses.

His aircraft exploded in a ball of flames yards from housing where families were enjoying the festivities, a scattered wreckage.

A motorist's car was packed with household items.

He had demolished a garden wall and rained down on houses.

No one on the ground was hurt, but Flight Lieutenant Slacey died instantly.

**Experienced**

Investigative reports had to be reduced to a message as the show started today at 11.30.

"I'm coming down I'm banking for soft ground."

Thirteen days after Slacey's home base at RAF Cranfield, in Lancashire, today began the task of lifting the wreckage of the plane as a funeral service takes place.

Some had watched him climb into the cockpit of the 21-year-old Gloster Meteor TV low than on home before the crash.

All praised his courage and professionalism for his last mission.

# DOOMED PILOT'S FINAL ACT OF VALOUR

can be he almost escaped and crashed.

The Meteor, a fighter from World War II, which had 16 years experience as a pilot.

He had been flying on the Meteor for a number of months but the Meteor had only been flown on the first time he had flown it in front of the public.

It was not fitted with a green flag.

A spokesman at the base said "Flt Lt Slacey was an extremely popular man. He had a great love of flying and a particular affection for the Meteor."

The accident, which happened at 11.30, was reported at 11.45.

The Meteor was seen to be in a steep climb at the time of the crash.

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Turn to Page 3

## Third brain implant op carried out

A THIRD brain cell implant has been carried out using cells from a dead fetus on a sufferer of Parkinson's disease, it was announced today.

The patient, a 68-year-old woman from the West Midlands, was said to be already showing signs of improvement following the operation at the Medical Centre of Neurosurgery and Neurology at Stoke Newington.

The techniques in which cells are taken from the brain of fetuses and implanted under local anaesthetic into victims of Parkinson's disease caused widespread concern very when pioneered earlier this year.

Professor Edward Hulse and his team were criticised by anti-abortionists and others over the fact that the cells would be used for spare parts.

Prof Hulse said he was fully taking into account the new techniques.

**Guidelines**

Other patients operated on under this year are also said to be showing signs of improvement.

A statement from Prof Hulse said that the latest operation on the 68-year-old woman was carried out on May 17 under strict new guidelines issued by the British Medical Association last month.

She had returned home and was showing "an unusual good response".

But he stressed that the revolutionary treatment was still fully experimental.

## Threat to water supplies

**WHITE-COLLAR** water workers are threatening industrial action which could hit Coventry and Warwickshire supplies.

About 200 members of Unions at Severn Trent water authority are being asked to vote for action in support of computer operator David Gault, who was sacked for writing a crude note "very vulgar" to Birmingham.

The action should be known within two weeks.

If members vote the action, the impact could be "almost immediate", union district officer Richard Burdett said.

"I'll tell you what, Fred, if you're doing jobs around the house or in the garden, you can't beat Phillips for having just what you want. Tools, gadgets, things for the garden... everything. And THEY know what they're talking about at Phillips!"

"Yes, you're right, I always go to Phillips. You know you're buying quality there. And you don't have to queue for ages to get some help. Don't they say 'Home Phillips first' in their adverts?"

"By the way did you remember the book shop?"

FOR HOMES AND GARDENS, WE'RE FULL OF BRIGHT IDEAS

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# RUGBY

# Evening Telegraph

Voted Britain's **BEST DESIGNED** evening newspaper

Tuesday May 31 1988

20P

# FAMILIES SAVED BY PILOT'S SACRIFICE

By JON MYLES, PETER WALTERS  
and KENNY FARQUHARSON

COLLEAGUES of the RAF pilot whose last action was to prevent catastrophe on a Coventry housing estate today paid tribute to his bravery.

They joined Coventry families who watched 34-year-old Peter Stacey sacrifice his doomed Meteor to a patch of waste ground to avoid their homes.

Stacey, of power boiler on a house in the centre of the housing estate, had just spotted a Meteor on the horizon.

Met was followed the pilot, subsequently found to be a Meteor.

The Meteor exploded in a ball of flame and then burst into the back garden of a house in the centre of the housing estate.

Stacey, who was in the air at the time, saw the Meteor and decided to crash it.

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## Man dies in glider crash

A GLIDER pilot died after an emergency landing at Boving Heath in Berkshire.

John Wills, of Healeson-Thames, Ginn, had to be cut from the wreckage by fire crews after crashing to a wheat field on Saturday.

Civil aviation investigators are now examining the plane.

Mr Wills, who would have been 46 on Saturday, had set off from Wycombe Air Park, Buckinghamshire.

A spokesman for Boving Heath Club, of which he was a member, said: "John was a qualified instructor and had landed in several fields before."

Mr Wills, who is married with two daughters, was taken to Manor Hospital, Nurseries and transferred to Watlington Hospital.

He died on Saturday.

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The moment when a gull of smoke on the Coventry skyline betrayed the air show crash. Inset: pilot Peter Stacey, whose courage in the face of death saved other lives.

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"I've had you what, Fred, if  
you're doing jobs around the house  
or in the garden, you can't beat  
Mattersons."



Fellow officers of RAF Scampton carry Flight Lieutenant Stacey's coffin out of the church

By LESLEY STONES

THE RAF pilot killed during a Coventry airshow died as he would have wished — at the controls of a aircraft, mourners were told.

Flight Lieutenant Peter Stacey, whose bravery prevented a tragedy becoming a disaster, was buried yesterday with full military honours.

### Pageant

Flt. Lt. Stacey, a 38-year-old bachelor, died in a vintage Gloster Meteor T7 while taking part in Warwickshire Air Pageant on Bank Holiday Monday, May 30.

Horrified witnesses saw the jet go out of control before the pilot steered away from houses to dive into wasteland

# Goodbye to pilot who gave his life

near Langhamp Avenue.

The funeral took place at St John the Baptist Church, which serves his base, RAF Scampton in Lincolnshire.

The dead man's elderly mother, Ella Stacey, arrived on the arm of her remaining son Clive, who lives in South Africa.

In a moving address, the RAF station chaplain,

the Rev John Hettleley, said: "Peter was a man whose joy of flying was paramount to his life. I doubt whether he would have wanted to end his life in any other way than at the controls of an aircraft."

A full-scale investigation into the crash is expected to take a year and may never pinpoint

the exact cause.

A wreath in the shape of an aeroplane was sent by residents of Stoke Aldermoor.

Another from Evesford Grange read: "A small tribute to a man who made the ultimate sacrifice for residents."

The funeral was attended by representatives of Coventry council, West Midlands police and Baginton airport fire brigade.

### Cool

City councillor Bill McKernan said Flt. Lt. Stacey "died hopefully in the knowledge that he had saved the lives of very many people."

"Undoubtedly he was an extremely brave man, because he kept his cool and took the plane away from homes."

● Tribute, Page 7

Name Peter Wilson Stacey B.Sc

Rank Flight Lieutenant

No 8020805B

Date of Birth 24<sup>th</sup> August 1949

Date of Death 30<sup>th</sup> May 1988

Age 38

Royal Air Force

#### Funeral & Grave

St John the Baptist Church, Scampton

Lincolnshire



**FLIGHT LIEUTENANT  
PETER WILSON STACEY  
ROYAL AIR FORCE  
30<sup>th</sup> MAY 1988 AGE 38 YEARS**

**IN LOVING MEMORY OF MY BRAVE SON  
'LOVED ONES NEVER GO AWAY  
FOR IN MY HEART YOU WILL ALWAYS STAY'**



The Arboretum is an evolving, maturing woodland landscape featuring 30,000 trees and a vast collection of memorials.

The 150-acre site is a living, growing tribute to those who have served and continue to serve our country.

### ABOUT THE MEMORIALS

The Arboretum is home to over 300 thought-provoking memorials, each with a story to be discovered. The memorials are diverse in nature, rich in symbolism and collectively represent a broad population of society from military associations, charitable organisations, emergency services, fraternity groups and individuals. Each year new memorials are added so there's always something new to see.

## ARMED FORCES MEMORIAL

### ROLL OF HONOUR

TODAY TOMORROW FOREVER

#### FLT LT PETER WILSON STACEY

<b>Service</b>	Royal Air Force
<b>Service Number</b>	8020805B
<b>Station</b>	RAF Scampton
<b>Date of Birth</b>	24 August 1948
<b>Age</b>	38
<b>Date of Death</b>	30 May 1988



Actg. Sub Lts. to Sub Lt. on dates with (seny.) stated:

J. S. L. COHEN, 4th Apr. 1987 (9th Feb. 1985).  
 P. H. THOMPSON, 4th Apr. 1987 (16th Mar. 1985).  
 S. J. D. RYAN, 7th Jul. 1987 (7th Jul. 1985).  
 T. E. ELSWORTH, 20th Jul. 1987 (20th Jul. 1985).

Proby. Sub Lt. J. N. TOOGOOD, to be Sub Lt. 22nd May 1987 with seny., 29th Jul. 1985.

Surgn. Lt. K. NICHOLL, was initially Commissioned and appointed to the Trained Strength, 31st Jul. 1987.

**ROYAL MARINES RESERVE**

Entered in rank of Actg. Lt. 30th Jun. 1987 with seny., 1st Mar. 1986.

P. D. FRASER.

**QUEEN ALEXANDRA'S ROYAL NAVAL NURSING SERVICE RESERVE**

Snr. Nursg. Offr. S. V. LUSBY, to be Suptg. Nursg. Offr., 30th Aug. 1984.

**WOMEN'S ROYAL NAVAL RESERVE**

Entered in rank of 2nd Offr. on dates and with (seny.) stated:

J. C. PRITCHARD, 23rd Apr. 1987 (31st Aug. 1985).  
 P. J. HEALY, 2nd Jun. 1987 (12th Jun. 1984).

Actg. 3rd Offrs. to be 3rd Offr. on dates and with (seny.) stated:

S. S. WESLEY, 4th Apr. 1987 (16th Mar. 1985).  
 M. HESLITINE, 15th Jun. 1987 (15th Sep. 1984).

3rd Offr. S. GREER was initially Commissioned and appointed to the Trained Strength, 4th Apr. 1987.

**HONOURS AND AWARDS**

**ARMY DEPARTMENT**

Whitehall, London S.W.1

1st September 1987

NOTE. An award to a member of the Army is today published in the Ministry of Defence Honours and Awards Supplement to the *London Gazette*.

**MINISTRY OF DEFENCE**

**AIR FORCE DEPARTMENT**

1st September 1987

**ROYAL AIR FORCE**

Air Vice-Marshal A. A. G. WOODFORD, B.A. to be Air Officer Administration Strike Command in succession to Air Vice-Marshal K. F. SANDERSON, C.B., 28th Aug. 1987.

**GENERAL DUTIES BRANCH**

*Promotion*

*Flying Officer to Flight Lieutenant:*

R. P. GIBBS (8028014L), 26th May 1987.

*Pilot Officer to Flying Officer:*

1st Aug. 1987.

D. K. ROXBURGH, B.Sc. (2627140S) (*Seniority 1st Feb. 1985*):  
 (*Seniority 1st Feb. 1986*)

G. M. BRADLEY, B.Sc. (5206579E).  
 G. D. EDWARDS, B.Sc. (2628514F).  
 A. R. HALL, B.Sc. (5206583M).  
 S. S. MANN, B.Sc. (5206582L).  
 P. B. PETRIE, B.A. (5206581K).  
 T. WARDROP, B.Sc. (5206580J).

*Specialist Aircrew*

*The undermentioned Flight Lieutenants are designated Specialist Aircrew with effect from the dates stated:*

I. HODGSON (4233563L), 21st Aug. 1987.

23rd Aug. 1987

B. GODDARD (8025819G).

J. D. MARSHALL (8025813A).

P. W. STACEY (8020805B), 24th Aug. 1987.

*Regrading*

*Acting Pilot Officer to Pilot Officer:*

15th Jul. 1987

A. M. ASHFORD, B.Sc. (2628318P).  
 C. D. A. F. BEARBLOCK, B.Sc. (5204364V).  
 N. A. BISHOP, B.Eng. (2627149C).  
 G. A. DINNING, B.Sc. (2628326S).  
 G. A. EDWARDS, B.Eng. (2627191P).  
 D. A. HELM, B.Eng. (2629557H).  
 A. D. E. MAKEPEACE (2635436L).  
 A. T. MARTIN, B.Sc. (5204340N).  
 N. L. ROBERTSHAW, B.A. (2627863P).  
 I. J. L. RUSSELL, B.Sc. (5204348W).  
 D. P. TAYLOR, B.Sc. (5204350C).  
 R. D. WILSON, B.Sc. (262833L).  
 D. P. P. WYATT (5205569X).  
 J. WRIGHT, B.Sc. (5205566U).

31st Jul. 1987

S. M. BEARDMORE (8029200P).  
 P. A. BOOT (8029181B).  
 G. B. BULLICK (8029159S).  
 D. H. CHARLTON (8029167E).  
 J. B. CONWAY (8029256R).  
 A. J. CULLEN (8029282E).  
 R. P. FRYETT (8029274S).  
 I. J. HARGREAVES (2631353P).  
 R. A. KINGSCOTT (8029286J).  
 A. J. MASSEY (8029169G).  
 J. T. NEYLAND (8029268H).  
 S. P. ROCHELLE (8029255Q).  
 T. J. RUST (8029266F).  
 R. G. SANDERS (8029192R).  
 F. K. SANDOW (2628727C).  
 D. J. SQUIRES (8029116H).  
 P. THOMAS (8029269J).  
 K. M. D. VAUGHAN (8029272Q).

*Re-instatement on the Active List*

*The undermentioned Officer is re-instated on the Active List, on a Permanent Commission in the rank of Flight Lieutenant:*

Harold WAINMAN, B.A. (4231149V), 6th Jul. 1987. (*Seniority 12th Oct. 1971*).

*Retirement*

*Wing Commanders:*

15th Jul. 1987

P. J. ANSTEE (3125311M).

J. B. GROGAN (4232412U).

R. M. SPARKES (3509020D) (at own request), 18th Jul. 1987.

Squadron Leader M. P. BOWKER (4094027E) (at own request), 17th Jul. 1987.

*Flight Lieutenants:*

15th Jul. 1987

R. C. ATKINSON, B.Sc. (5202203X).

J. S. G. FINCH (2530513B).

D. W. FINDLAY, M.A. (2621098Q).

G. N. FLACK, B.Sc. (5202165H).

*Re-instatement on the Retired List*

Squadron Leader Norman GREENHOW (1675374), 7th Jul. 1987 (*Seniority 1st Jul. 1972*).

*Commission Terminated*

Pilot Officer A. M. BEVAN (5205568W), 21st July. 1987.

# Gloster Meteor

The **Gloster Meteor** was the first British **jet fighter** and the **Allies'** only operational **jet aircraft** during the Second World War. The Meteor's development was heavily reliant on its ground-breaking **turbojet** engines, pioneered by Sir **Frank Whittle** and his company, **Power Jets Ltd.** Development of the aircraft began in 1940, although work on the engines had been under way since 1936. The Meteor first flew in 1943 and commenced operations on 27 July 1944 with **No. 616 Squadron RAF**. Nicknamed the "Meatbox", the Meteor was not a sophisticated aircraft in its aerodynamics, but proved to be a successful combat fighter. Gloster's 1946 civil Meteor F.4 demonstrator *G-AIDC* was the first **civilian-registered** jet aircraft in the world.<sup>[1]</sup>

Several major variants of the Meteor incorporated technological advances during the 1940s and 1950s. Thousands of Meteors were built to fly with the RAF and other air forces and remained in use for several decades. The Meteor saw limited action in the Second World War. Meteors of the **Royal Australian Air Force** (RAAF) fought in the **Korean War**. Several other operators such as **Argentina**, **Egypt** and **Israel** flew Meteors in later regional conflicts. Specialised variants of the Meteor were developed for use in photographic **aerial reconnaissance** and as **night fighters**.

The Meteor was also used for research and development purposes and to break several aviation records. On 7 November 1945, the first official air speed record by a jet aircraft was set by a Meteor F.3 of 606 miles per hour (975 km/h). In 1946, this record was broken when a Meteor F.4 reached a speed of 616 mph (991 km/h). Other performance-related records were broken in categories including flight time endurance, rate of climb, and speed. On 20 September 1945, a heavily modified Meteor I, powered by two **Rolls-Royce Trent** turbine engines driving propellers, became the first **turboprop** aircraft to fly.<sup>[2]</sup> On 10 February 1954, a specially adapted Meteor F.8, the "**Meteor Prone Pilot**", which placed the pilot into a **prone position** to counteract inertial forces, took its first flight.<sup>[3]</sup>

In the 1950s, the Meteor became increasingly obsolete as more nations introduced jet fighters, many of these newcomers having adopted a **swept wing** instead of the Meteor's conventional straight wing; in RAF service, the Meteor was replaced by newer types such as the **Hawker Hunter** and **Gloster Javelin**. As of 2013, two Meteors, *WL419* and *WA638*, remain in active service with the **Martin-Baker** company as **ejection seat** testbeds. Two further aircraft in the UK remain airworthy, as does another in Australia.

## Meteor



Operational RAF Meteor F.4 in July 1955

<b>Role</b>	Fighter
<b>Manufacturer</b>	<b>Gloster Aircraft Company</b>
<b>First flight</b>	5 March 1943
<b>Introduction</b>	27 July 1944
<b>Retired</b>	1980s (RAF target tugs)
<b>Primary users</b>	<b>Royal Air Force</b> <b>Royal Australian Air Force</b> <b>Belgian Air Force</b> <b>Argentine Air Force</b>
<b>Produced</b>	1943–55
<b>Number built</b>	3,947